

FORD'S ANTIPATHY TO LIFE ON A FARM PRODUCED 'LIZZIE'

Manufacturer, in Own Article,
Tells of Events Leading to
First Ford Car.

NEW YORK, April 24.—Life on a farm drove Henry Ford into making automobiles.

Mr. Ford says so himself in an article which he writes for "My Life and Work" written by himself in McClure's magazine for May, with the collaboration of Samuel Crowther, author and editor.

And Mr. Ford still feels the same way about farming. Not that he has anything against farmers, he points out, but there is "too much hard hand labor on farms." Because he was born on a farm and knew without question just what farming means, Mr. Ford invented an automobile with which he hopes first, to lighten the farmer's task, and, second, to allow people without a lot of money in their search for enjoyment and business relief.

That, in a nutshell, is what Mr. Ford's article gives as the reason for the Ford car. Incidentally it is the reason for his interest in farm tractors and for a lot of other things which have happened in Detroit recently.

The automobile, however, barely escapes being a watch. Mr. Ford had a desire to do fine mechanical work and his ideas naturally turned to watches, he says. At one period of those early days he had 300 watches, and knew what made the wheels go around in every one of them. It was then he thought of the possibility of making a watch for 50 cents. In fact, he says, he almost started in the business but refrained when he figured out that watches were not a necessity and so would not be sold.

"Just how I reached that surprising conclusion is difficult to state, now," he observed.

But a combination of the farm and the watch, and the sight when he was only 12 of a road engine was too much for anything plebian in Mr. Ford's future. He started to consider the possibility of machines and after glancing at that engine, studying it, watching changes, reading and thinking, Mr. Ford branched out into the automobile industry. Of course, says Mr. Ford, the horseless carriage was a common idea. He had it, as did several other inventors. But Mr. Ford figured that steam was the best means for moving his car, and he set about making a machine to operate by steam. He built one, and it ran. But it had defects, lots of them. He very carefully pointed out most of them. When he couldn't work out his difficulties to his satisfaction he turned to gasoline—and so was born the Ford.

"It was in 1896 that I began work on a double cylinder engine," he writes, "because it was quite impractical to consider the single cylinder for transportation."

Shortly after that the farm was left behind definitely and completely, when Mr. Ford went to Detroit as an engineer and machinist for the Detroit Electric Company at exactly \$45 a month. The job wasn't much in itself but its great beauty lay in that it kept him out in his workshop for he had spare time and he employed it.

Two years later Detroit got a

thrill. Chug-chugging down its main streets came the gas-buggy. In the seat was Henry Ford. Behind it was a string of frightened horses and curious people. In front of it was a bulwark of wondering thousands. Henry Ford had found a way to ride without horses to drag him. The machine, however, was a slight problem. To begin with it blocked traffic. Not that it stalled, but every time Mr. Ford stopped, the crowd started and he could not, in safety leave the car for a moment. Always there was some curious soul who would climb aboard, play with the breaks or the clutch and then trouble commenced. Finally, it came to a show-down with the city authorities. At last, writes Mr. Ford, although there were no speed laws, no traffic ordinances, he had to get a permit from the mayor to operate the machine.

"Thus for a time," he continues, "I enjoyed the distinction of being the only licensed chauffeur in the country." Mr. Ford ran that first machine 1,000 miles until 1896 and then sold it. It took him four years to make the first sale of a Ford automobile, but he immediately did what he has done since—put his profits into building a new and better car.

All this time Mr. Ford was working as an electrician with the Electric company. He had become a foreman at \$125 a month but his gas engine experiments were not popular at the shop. The trouble was they believed in electricity completely, and were at least mildly skeptical about gas.

Fairly soon, therefore, Mr. Ford left the electric company. That was when a group of men willing to take a chance stepped in and organized The Detroit Automobile Company. Mr. Ford was chief engineer. He owned a small block of stock and it was his car they sold. There were disagreements over questions of finance and auto development, and Mr. Ford quit. He took his parents with him, opened the famous one-story, brick shed, and proceeded to build and sell about 25 cars. About that time—it was then 1902—Mr. Ford won a road race in one of his own cars and business began to pick up.

Formation of the Ford Motor Car Company was the result.

"I determined absolutely," writes Mr. Ford, "that never would I join a company in which finance came before work or in which bankers or financiers had a part. I have yet to have it demonstrated that is the way to success. For the only foundation of real business is service."

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"Love's Labors Lost"
Didn't Worry John in
Suit for Heart Theft
LYNDHURST, N. Y., April 27.—A jury awarded John M. Stein six cents damages in a suit for alienation of his wife's affections. "I'm satisfied," he told the judge.

NAVY DESERTER TO FACE FEDERAL COURT

CHICAGO, April 27.—David Wolman got board and lodging for three months from Uncle Sam, but now faces paying the bill.

Wolman, a sailor, was discharged from the navy a year ago. After trying to get a job unsuccessfully, he arranged with a friend to turn him into the naval officials at the Great Lakes Training station as "Mike McCarthy, deserter." A sailor by that name was really listed as a deserter.

The friend collected \$50 for reporting the deserter, split it with Wolman and disappeared. Wolman pleaded guilty to desertion and was sentenced to serve two years.

A week ago, getting tired of confinement, Wolman wrote Secretary of the Navy Denby a letter and told him his real name and asked for release.

Warrants were issued for him today charging scheme to defraud.

the government and obtaining money under false pretenses.

Kiwians Feast, Then See Lads Plunge in "Y" Pool

The weekly luncheon of the Kiwanis club was held Thursday noon in the gymnasium of the Y. M. C. A. The feature of the entertainment was the exhibition of the methods used in instructing the boys in the free swimming classes, first in the gymnasium and then in the pool. Over 250 boys from the Washington, Laurel, and Elder schools were in the class.

In observation of Forest Protection week, W. B. Schafer spoke on Forest Protection.

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